

**Special West Chelsea District Rezoning and High Line Open Space EIS**  
**CHAPTER 25: GROWTH-INDUCING ASPECTS OF THE PROPOSED ACTION**

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As set forth in the *CEQR Technical Manual*, growth-inducing aspects of a proposed action generally refer to "secondary" impacts of a proposed action that trigger further development. Proposals that add substantial new land uses, new residents, or new employment could induce additional development of a similar kind or of support uses (e.g., stores to serve new residential uses). Actions that introduce or greatly expand infrastructure capacity (e.g., sewers, central water supply) might also induce growth, although this could be an issue only in limited areas of Staten Island and perhaps Queens, since in most areas of New York City infrastructure is already in place and its improvement or expansion is usually proposed only to serve existing or expected users.

The goal of the proposed action is to provide a comprehensive and balanced strategy to preserve existing uses and buildings, while providing adequate opportunities for new commercial and residential development through the creation of the Special West Chelsea District. In addition to the rezoning, the proposed action would also provide a new publicly accessible open space on the High Line, which offers a unique opportunity for reuse to meet the needs of the surrounding neighborhoods and City by providing an open space resource and aerial corridor for pedestrian mobility.

As discussed in detail in Chapter 1, "Project Description," the proposed action could induce a net increase of 4,708 DUs, ~~219,507~~ 146,411 sf of local retail space, ~~73,169~~ 48,804 sf of destination retail space (together local and destination retail include ~~292,676~~ 195,215 sf of retail space), and 198,726 sf of museum space, on 25 projected development sites in the proposed action area by 2013. In terms of income type, it is expected that approximately 4,051 DUs would be market-rate units occupied by high income households and 657 DUs would be occupied by low- and moderate-income households. The proposed action would also result in net decreases of ~~816,847~~ 796,947 sf of office, 131,100 sf of hotel, ~~40,809~~ 74,818 sf storage/manufacturing, ~~318,580~~ 225,940 sf of parking/auto related uses, and ~~25,064~~ 4,080 sf of vacant space. The environmental consequences of this growth are the subject of Chapters 2 through 21 of this EIS. The projected increase in residential population is likely to increase the demand for neighborhood services, ranging from religious establishments to banks and local retail. This would enhance the growth of local commercial corridors in the rezoning area. The proposed action could also lead to additional growth in the City and State economies, primarily due to employment and fiscal effects during construction on the projected and potential development sites and operation of these developments after their completion.

The proposed action would result in more intensive land uses (generating new residents, daily workers, and visitors). However, it is not anticipated that it would have significant spillover or secondary effects resulting in substantial new development in nearby areas, as the proposed action has been developed to be responsive to observed and projected land use trends and would result in sufficient available density to meet all projected demands for projected residential, commercial and community facility development in West Chelsea. Moreover, the growth in residential population

and new residential developments on available residential zoned sites in the greater Chelsea area is a trend that has been ongoing over the last two decades, resulting in very high utilization of available housing supply and increasing demands for new dwelling units. While the residential population has been growing, the industrial sector in West Chelsea has declined, leaving many large properties vacant or underutilized.

This EIS also considers the environmental effects of the Base FAR Scenario (refer to Chapter 1, “Project Description,” in the event the City does not receive a Certificate of Interim Trail Use (CITU) from the Surface Transportation Board to allow the conversion of the High Line into an open space. Under the Base FAR Scenario, less residential development would occur on the 25 projected development sites as compared to the proposed action as zoning bonuses and transfer of development rights associated with the High Line would be unavailable; however, all other land use projections would be identical to those anticipated under the proposed action’s RWCDs. The With-Action condition under the Base FAR Scenario includes approximately 3,142 dwelling units. The environmental effects of this scenario are generally similar to the proposed action, though demand generated by residents would be of lesser magnitude and this scenario would not include the effects and benefits associated with the High Line open space.

By providing a significant new supply of housing and local commercial space in the proposed action area, the proposed action would help stabilize or reduce the pressure for new development and changes in land use in areas adjoining the rezoning area.